companies resulting in harassment and infringement of privacy of individual subscribers;

(b) whether as a consumer protection measure Government propose to evolve a mechanism to keep the individual phones out of bounds for such callers; and

(c) if so, the details of such protective measures proposed therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI ASHOK PRADHAN): (a) No, Sir. No such case came to notice.

(b) There is no such proposal.

(c) Does not arise in view of (b) above.

Storage and transit loss of foodgrains

437. DR. ABRAR AHMED: Will the Minister of CONSUMER, AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the losses, during storage/transit, suffered by Government due to prevailing irregulaties in the Food Corporation of India during the last three years, year-wise; and

(b) the responsibility fixed and the action taken to minimise the losses?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS FOOD AND PUBLIC DISTRIBUTION (SHRI SUBHASH MAHARIA): (a) The losses occur in foodgrain during storage and transit due to natural causes *viz.* moisture, spillage multiple handling, insect pests, rats, rains etc.

The storage losses incurred during the last three years in the FCI are as under:

(Qty. in lakh MTs)

Year	Quantity of loss	%age of total quantity issued
1999-2000	1.72	0.34
2000-2001	1.56	0.42
2001-2002	1.98	0.36

The transit losses incurred during the last three years in the FCI are as under:

(Qty. in lakh MTs)

Year	Quantity of loss	%age of total quantity issued
1999-2000	2.95	1.17
2000-2001	1.55	0.84
2001-2002	1.82	0.78

(b) Wherever cases of abnormal storage/transit losses are noticed, disciplinary proceedings are initiated against the erring officials of the FCI and the contractors and recoveries are made wherever possible. Besides, the following actions have been taken by the FCI to prevent these losses.

(i) 50 Kg PP/HDPE bags been adopted for package of foodgrains in a phased manner to avoid spillage.

(ii) Periodic security inspections, and also surprise checks of the depots at various levels to detect and plug theft/security lapses.

(iii) Encouraging double line stitching of bags.

(iv) Period prophylactic and curative treatment of stocks for the control of insect and pests and use of improved dunnage material.

(v) Inspection of depots by senior officers of Head Quarter, Zonal Offices, Regional Offices and District offices.

(vi) Deployment of the Central Industries Security Force (CISF) and the State Armed Police at "vulnerable" godowns.

(vii) Physical measures like installation of barbed wire fencing of the boundary walls, provision of light for illumination of godowns and proper locking of sheds to secure the godowns.

(viii) Three tier system of audit *i.e.,* internal/statutory and CAG.

(ix) Installation of lorry electronic weigh-bridges and their surprise inspection.

(x) Use of metal tape on wagons to avoid misdespatches and prevent them from becoming unconnected.